

IN THE CLAIMS

Please amend the claims as follows:

1.-6. (Canceled)

7. (Currently Amended) An emergency brake device for an elevator comprising:
a brake shoe portion provided inside one of a sheave and a deflector sheave of an elevator and having a brake shoe at a lower end of the brake shoe portion,

the brake shoe generating a braking force due to friction upon abutting an inner wall of an outer peripheral frame of one the sheave and the deflector sheave at a time of braking,

the brake shoe portion having built therein a spring mechanism provided between the brake shoe and a king pin, ~~which~~ the king pin extending along an axis that is offset in a rotation direction of one of the sheave and the deflector sheave with respect to a centerline passing through a rotation shaft of one of the sheave and the deflector sheave, and the king pin is fixed ~~on~~ to a bearing side of the rotation shaft,

the spring mechanism having a first end movably supported by the king pin and a second end connected to the brake shoe, and

the spring mechanism absorbing a force generated between the brake shoe and the king pin due to the braking force ~~and being connected to the king pin at one end.~~

8. (Currently Amended) The emergency brake device for an elevator according to Claim 7, ~~wherein a pair of the~~ further comprising a second spring mechanism mechanisms ~~are each provided between the brake shoe and each of a pair of the~~ having a first end movably supported by a second king pins that that is fixed to the bearing, wherein the king pin and the second king pin are offset to be bilaterally symmetrical with respect to the centerline, for

braking rotation of one of the sheave and the deflector sheave in both directions.

9. (Currently Amended) The emergency brake device for an elevator according to Claim 8, wherein ~~the king pin side of each of the spring mechanisms is connected to the first end of the spring mechanism and the first end of the second spring mechanism~~ each have a movable support hole that engages with ~~each of the~~ respective king pins pin, the movable support ~~hole~~ holes being formed as an elongated circular ~~hole~~ holes to allow the brake shoe portion to tilt by a predetermined angle to both sides with respect to the centerline.

10. (Currently Amended) The emergency brake device for an elevator according to Claim 7, further comprising a drive portion fixed on the bearing ~~side of the rotation shaft~~, for raising and lowering the brake shoe portion between a position where the brake shoe at the lower end of the brake shoe portion abuts the inner wall of the outer peripheral frame of one of the sheave and the deflector sheave and a position where the brake shoe is spaced from the inner wall.

11. (Currently Amended) The emergency brake device for an elevator according to Claim 8, further comprising a drive portion fixed on the bearing ~~side of the rotation shaft~~, for raising and lowering the brake shoe portion between a position where the brake shoe at the lower end of the brake shoe portion abuts the inner wall of the outer peripheral frame of one of the sheave and the deflector sheave and a position where the brake shoe is spaced from the inner wall.

12. (Currently Amended) The emergency brake device for an elevator according to Claim 9, further comprising a drive portion fixed on the bearing ~~side of the rotation shaft~~, for raising and lowering the brake shoe portion between a position where the brake shoe at the

lower end of the brake shoe portion abuts the inner wall of the outer peripheral frame of one of the sheave and the deflector sheave and a position where the brake shoe is spaced from the inner wall.

13. (Currently Amended) The emergency brake device for an elevator according to Claim 10, wherein:

the drive portion is an electric drive portion; and

the emergency brake device for an elevator further comprises:

a speed abnormality detecting section for detecting an abnormality based on a status of a control command to ~~the~~ a car of the elevator from an elevator control device and on actual movement of the car; and

an emergency brake driving section for imparting a signal to the drive portion to cause the brake shoe portion to abut the inner wall of the outer peripheral frame of one of the sheave and the deflector sheave upon detecting an abnormality.

14. (Currently Amended) The emergency brake device for an elevator according to Claim 11, wherein:

the drive portion is an electric drive portion; and

the emergency brake device for an elevator further comprises:

a speed abnormality detecting section for detecting an abnormality based on a status of a control command to ~~the~~ a car of the elevator from an elevator control device and on actual movement of the car; and

an emergency brake driving section for imparting a signal to the drive portion to cause the brake shoe portion to abut the inner wall of the outer peripheral frame of one of the

sheave and the deflector sheave upon detecting an abnormality.

15. (Currently Amended) The emergency brake device for an elevator according to Claim 12, wherein:

the drive portion is an electric drive portion; and

the emergency brake device for an elevator further comprises:

a speed abnormality detecting section for detecting an abnormality based on a status of a control command to ~~the~~ a car of the elevator from an elevator control device and on actual movement of the car; and

an emergency brake driving section for imparting a signal to the drive portion to cause the brake shoe portion to abut the inner wall of the outer peripheral frame of one of the sheave and the deflector sheave upon detecting an abnormality.

16. (Previously Presented) The emergency brake device for an elevator according to Claim 13, wherein the speed abnormality detecting section determines that an abnormality has occurred upon detecting at least one of the following conditions: (1) the car is moving upwards at a speed higher than a rated speed; (2) the car has moved upwards or downwards even though a status of a control command to the car indicates stoppage.

17. (Previously Presented) The emergency brake device for an elevator according to Claim 14, wherein the speed abnormality detecting section determines that an abnormality has occurred upon detecting at least one of the following conditions: (1) the car is moving upwards at a speed higher than a rated speed; (2) the car has moved upwards or downwards even though a status of a control command to the car indicates stoppage.

18. (Previously Presented) The emergency brake device for an elevator according to

Claim 15, wherein the speed abnormality detecting section determines that an abnormality has occurred upon detecting at least one of the following conditions: (1) the car is moving upwards at a speed higher than a rated speed; (2) the car has moved upwards or downwards even though a status of a control command to the car indicates stoppage.

19. (New) An emergency brake device for an elevator having a rotation shaft for a sheave, said emergency brake device comprising:

a bearing having a receiving portion with an axis, said bearing being configured to rotatably support the rotation shaft within said receiving portion such that the rotation shaft can rotate about said axis of said receiving portion;

a pin fixed to said bearing, said pin extending along an axis that is offset from said axis of said receiving portion;

a spring mechanism having a first end movably supported by said pin and a second end; and

a brake shoe connected to said second end of said spring mechanism, said brake shoe being movable between a braking position configured to be in contact with the sheave and a non-braking position configured to not be in contact with the sheave.

20. (New) The emergency brake device according to Claim 19, wherein said second end of said spring mechanism is slidably movable with respect to said first end of said spring mechanism, and wherein said spring mechanism biases said second end of said spring mechanism away from said first end of said spring mechanism.

21. (New) The emergency brake device according to Claim 19, wherein said first end of said spring mechanism has an elongated support hole, and wherein said pin is movably

received within said elongated support hole.

22. (New) The emergency brake device according to Claim 19, further comprising a drive portion fixed to said bearing, said drive portion being configured to move said brake shoe being between said braking position and said non-braking position.

23. (New) The emergency brake device according to Claim 22, wherein said drive portion is an electric drive portion, said emergency brake device further comprising:

a speed abnormality detecting section configured to detect an abnormality based on a status of a control command to a car of the elevator from an elevator control device and based on actual movement of the car; and

an emergency brake driving section configured to impart a signal to said electric drive portion to cause said brake shoe to move to said braking position upon detection of the abnormality by said speed abnormality detecting section.

24. (New) The emergency brake device according to Claim 23, wherein said speed abnormality detecting section determines that the abnormality has occurred upon detecting at least one of the following conditions: the car is moving upwards at a speed higher than a rated speed; and/or the car has moved upwards or downwards even though the status of the control command to the car indicates stoppage.

25. (New) The emergency brake device according to Claim 19, further comprising:

a second pin fixed to said bearing, said second pin having an axis that is offset from said axis of said receiving portion; and

a second spring mechanism having a first end movably supported by said second pin and a second end,

wherein said brake shoe is connected to said second end of said second spring mechanism.

26. (New) The emergency brake device according to Claim 25, wherein said second end of said second spring mechanism is slidably movable with respect to said first end of said second spring mechanism, and wherein said second spring mechanism biases said second end of said second spring mechanism away from said first end of said second spring mechanism.